LEEDS AND ITS MERCHANTS.

(Continued from the Sixth Page.) Some time before Murray's independent settlement in Holbeck, John Marshall had gone thinker. In 1791 he established in Water lane the mill which, with later additions, is still the chief seat of the flax-spinning business, conducted by his successors. Three mills now occupy the ground, one of them being unique in manufacturing architecture. The building unlike almost all other large inclories, is only me story in height; one room comprises the whole; about four hundred feet long by more han two hundred broad, it covers nearly two acres of ground. It is nine times as large as Birmingham Town Hall, seven times as large as Exercise Hall in London. The room is about twenty feet high and supported by about twenty pliars. The spans between the pillars allow the roof to be partitioned off into a series of flattish domes, or ground arches, sixty or seventy in number; and in the centre of each dome is a lofty conical skylight, of such large size that the whole series together contain ten thousand square feet of glass. Upwards of a thousand persons, mostly females, are employed in this room alone. In one part of it the flax-drawing operations are carried on; in another the roving, in another the spinning. This room, perhaps the largest in the world, is not the only marvel. The roof is a green field, we are told; the wood work being thickly covered with plaster and asphalte, and that with a stratum of earth, which protects the asphalte from the heat of the un.

of the sun.

John Marshall also built a great linea manufactory at Sbrewsbury. But his chief business was in Leeds, and there his mills were larger than those of any of the other manufacturers whom his success had led to emback in the trade. In 1821 there were in Leeds and its neighborhood nineteen mills, having in all 700 horse power, and containing 34,000 spindles. Four out of the nineteen were Marshall's. In 1831 the number of mills had been uncreased by live; and in 1838 it had grown to forty, employ ment being thereby given to 2027 men and 4303 women. In 1846 there were in Leeds thirty-seven different establishments, giving work to 140 power looms, 198,076 spindles, and 9458 men and women, all the other lines factoies of Yorkshire having only about half that

This rapid growth of linen manufacture in Leeds has led, of course, to much commerce with other parts of England and with loreign countries. Besides encouraging manufacturers to settle in Leeds, John Marshall's prosperity brought to the town many influential merchants. Of these the worthiest, though not the richest, was Michael Thomas Sadler, fifteen years younger than Marshall; he was born at Snelstone, in Derbyshire, on the 3d of ifteen years younger than Marshall; he was born at Snelstone, in Derbyshire, on the 3d of January, 1780. In a comfortable house, and by estimable parents, he was carefully educated, with the intention that he should be a lawyer, an the year 1800, however, when he was about twenty, he was sent to Leeds, where his elder twother, Benjamin, had already been establed as a linen merchant. The brothers worked successfully for ten years, and then entered into partnership with the widow of Samuel Fenton, who had for a long time—long before Leeds had any linen goods of its own to sell—been the principal importer of trish linens for sale in Yorkshire. Thenceforward the house of Sadler, Fenton, & Company carried on a thriving trade, both in raw flax and in linen goods, having places of business both in Leeds and in Beliast, and doing good service to both districts by promoting an interchange of commodities between Yorkshire and the north of Ireland. the north of Ireland.

But Michael Thomas Sadler was not himself much of a merchant. During the first few years of his residence in Leeds he found relief from the monotony of the counting-house in literary and other pursuits. He was a hard reader, a close scholar, and a diligent writer. He produced a metrical version of the "Psalms," wrote an epic poem and shorter pieces, and contributed numerous articles to the Leeds Intelligencer, then the leading Tory newspaper in the neath of the numerous articles to the Leeds Intelligencer, then the leading Tory newspaper in the north of England. He was captain of a company of Leeds volunteers. He was also, during many years, the indetatigable superintendent of a large Sunday School, and all through life an active sharer in all sorts of religious and philauthropic works, baying therein congenial fellowship with Wil-liam Hey, the benevolent and learned surgeon of Leeds, friend of Wilberforce and other leaders

of the anti-slavery party.
Gott and Marshall, also, though too full of of their time, were zealous promoters of thropic work in Leeds. All four men, and many others, were associated in the foundation of the Leeds Philosophical Society, in 1818. In November of that year, at a meeting held in the Court House, under the presidency of William Hey, it was decided to establish a society for the advancement of "all the branches of natural knowledge and literature, but excluding all topics of religion, politics, and ethics." On the 9th of November, 1818, the foundation stone of Philosophical Hall was laid by Benjamin Gott; and on the 6th of April, 1821, it was formally opened, the total cost of the building, about 16000, being defrayed by subscriptions, in which Gott and Marshall took the lead. Both men were active in helping on the society by all possible means. Gott gave to it fossils, books, and like. Marshall, besides various donations, ed it by several lectures. One, delivered in is 19. during the Society's temporary lodgment in the Court House, was on "The Relative Happiness of Cultivated Society and Savage Life." In 1821 he lectured on "Scology;" in 1824, "On the Production of Wealth, and on the Propriety of discussing subjects of Political Economy as distinguished from Politics;" in 1828, "On the present State of Education in England as a pre-paration for Active Late." These titles indicate he bent of the lecturer's mind. Other lectures were from time to time delivered by Michael Thomas Sadler, in common with most of the other leaders of society in Leeds forty years ago.

The Philosophical Society being especially designed, and therein succeeding admirably, for the encouragement of stadious thought among the more well-to-do inhabitants of the town, it was quickly followed, apparently in 1824, by the Leeds Mechanics' Institute, adapted for a different class of members. Gott was its

president, Marshall its first vice-president; and both were liberal denors to its finds Marshall was also a foremost patron of the Lancasterian School established in Leeds. He organized work-schools for the children of his own work; copie: and among various, other measures for the instruction of those workpeople, he published a volume on the Economy or Social Life, repeating cleverly and clearly, in a form adapted to the understanding of factory operatives, the leading principles of political economy as they were then stablished. He was one of the founders of the ndon University in 1825, and served for many cars on its council. In 1826 his zeal for the dvancement of education led him to urge the formation of a similar institution in Leeds, for the benefit of the inhabitants of the north of

Generally agreeing on matters of philan-thropy, the great merchants of Leeds dif-fered widely on political questions. Mar-shall was a hearty Whig, both from his own convictions and by family ties, his cliest daughter being the second wife of Lord Monteagle, and two of his sons being married to daughters of the same nobleman. Gott and Sadler were as zealous on the Tory side. Gott, always shunning noise and turmoil, took little public part in politics. Sadler was a stont and bustling Tory from first to last. Hav-ing made himself famous throughout England as an opponent of the Roman Catholic Emancipation, he went in 1829 to continue his opposi-tion in Parliament as member for Newark-montion in Parliament as member for Newark-upon-Trent. Before that, in 1826, Marshall had been a chosen, along with Lord Milton, to represent the Liberals of Yorkshire. In 1830 he declared himself too old for re-election, but he was an eager promoter of the great reform movement of 1831 in his own neighborhood, and in 1832 on the first election of members of Parliament for Leeds, his son, John Marshall the younger, who died in 1836, was chosen in company with

the motion of General Gascolgne, in 1821, which had to the dissolution of the House of Commons, and the consequent excitement in every quarter of England. He was also, to the last, a persistent enemy to Cash-lic emancipation; and he was no less steady and eloquent in his opposition to every measure in favor of free trade. Specially interesting himself on behalf of Ireland, he sought to establish a law for the allotment of land to all the deserving poor, the allotment of land to all the deserving poor, and that measure be surther advocated, with the rich and varied eloquence that characterized all his speeches and writings, in a treatise on "Irchard: its Evils, and their Remedies." He it was, too, who produced the famous Ten-Hour bill, for the protection of children employed in factories. He published his opinions on that subject in a book on "The Factory System," and in another work, on "The Law of Population," he undertook to controvert the teachings of Malthus. While writing a supplement to that work, on the 20th of July, 1836, he died at Belfast, only five and fifty years of age.

of age.

Gott and Marshall, though both his seniors, survived him; and Gott, after many years of peaceful retirement, in the splendid house that he had adapted to his literary and artistic tastes at Armley-years enlivened by pleasant intercourse with friends like Rennie, Watt, and Chantrey, and hallowed by many noble acts of charity-died on the 14th of February, 1845, in his seventy-eighth year. Marshall was very nearly eighty when he died, on the 6th of June, 1845, at Hall-teads, an estate on the banks of the Ulleswater, whither he had gone to pass most of his classing years.

most of his classing years.

It was not only as hearty and intelligent philan hropists and leaders, the one of the woodlen trade, the other of flax manufacture in Yorkshire, that Gott and Marshall carned all the fisme they got as benefactors of Leeds. Requiring expensive and intreate machinery for heir restories. heir inctories, they, and the other men who oflowed in their steps, brought skilful toolmakers into the town, and so made it almost the chief centre of from manufacture in England. We have seen how, in 1789. Mattnew Murray had gone to Leeds as a journeyman seeking employ-ment in Marshall's factory, and in due time had become master of a great establishment of his own. Forty years afterwards a yet more famous

own. Forty years afterwards a yet more immous machinist went to Leeds, soon to attain the highest possible station in its commercial history. This was Sir Peter Fairbairn.

He was born at Smailholme, a village a few miles west of Kelso, on the 11th of September, 1789. He was of humble origin. His father, Andrew Fairbairn, who, in his boyhood, had been for a little while half playtellow, half nurse to Walter Scott, was a gardener in the service of a Mr. Ballile, of Mellerston, and lived during many years at Smailholme, going to and fro every day to his work. A few weeks after Peter was born, however, he left Roxbury, to take somewhat higher employment, as manager of a farm of three hundred acres, belonging to take somewhat higher employment, as manager of a farm of three hundred acres, belonging to Lord Seatorth, of Brahan Castle, at Moy, in Ross-shire. There he stayed two years, but not succeeding very well, went south again in 1801, to try his luck for another two years as stoward to Mackenzie of Allengrange, then for a few months to take the supermicudence of a farm at Ripley, in Yorkshire, the property of Sir William Ingleby, and finally to settle down as manager of the Percy Main Colliery Company's farm near Newcastle-on-Tyne. arm near Newcastle-on-Tyne.
Peter Fairbairn was not six weeks old when

he was taken in a covered cart from Smallholme to Moy, a distance of two hundred miles, or more. He was a weakly child at Moy. His more. He was a weakly child at Moy. His brother William, twelve years his senior, acted as his nurse, and in that capacity he first exercised his powers as a machinist. Tired of carrying the little boy in his arms, he resolved to construct a sort of wagon for him to rate in. "This was a work of some difficulty," says Mr. Smiles, "as all the tools he possessed were a knife, a gimlet, and an old saw. With these implements, a piece of thin board, and a few nails, he nevertheless contrived to make a tolerably serviceable wagon-body. His chief difficulty was with the wheels; but this he contrived to surmount by cutting sections from the difficulty was with the wheels; but his he contrived to surmount by cutting sections from the stem of a small alder tree, and, with a red-hot poker, boring the requisite holes in their centres to receive the axle. The wagon was then mounted on its four wheels, and to the great lead of the waker was found to account to the great joy of its maker, was found to answer its pur-pose admirably. In it he wheeled his little brother in various directions about the farm, and sometimes to a considerable distance from it." Like brotherly help was given, as often as t was needed, and in all sorts of ways, through

sty years ensuing. Neitner William nor Peter were able to much schooling. The poor estate of the family, much schooling. The poor estate of the family, under the starvation prices of food and clothing caused by the wars with France and America, made it necessary for Andrew Fairbairn to set his boys to work as soon as ever they were equal to it. William began to fight his own way in the world when he was fourteen. Peter was only eleven when he was taken from the dance acheol where he was learning to read. dame's school where he was learning to read, write, and count, and put to do odd lobs about the collieries and engineering shops in the neighborhood of Newcastle. In 1813, at the age of tourteen, he was apprenticed to John Capon, Newcastle millwright, and under him he worked for seven years. In 1821 he went to be a jour-neyman, during a few months, with his brother William, lately established as an engineer and mill wright in Manchester. Then he travelled to London, to spend a few more mouths in Renale's shop. In 1822 he went to France, working first at Charenton and then in Paris. In 1823 he returned to Manchester, and was again employed by his prother until, in the following year, his known skill as an engineer brought him an instation from Houldsworth & Company, of the Anderston Foundry, in Glasgow, to enter into partnership with them. That offer he accepted, and he lived to Glasgow about four years, mar-rying, in 1827, the daughter of one of its most spectable merchants; but seeing small chance of prospering there as he desired to prosper, he left in the autumn of 1828, to establish bimself, early in 1829, as a toachine-maker on his own ccount in Leeds.

To his business he brought the experience of diffeen years passed in some of the chief centres of from manufacture in Great Britain. In Newcastle, where the convenient neurness and abundance of coal was the chief inducement to ne establishment of iron works, and where consequently, steam-engines, and other articles of general rather than of special utility, were of general father than of special utility, were the things chaefly manufactured, he had had sharp schooling in the rudiments and the fundamental principles of his profession. In London he had seen something of those wonderful applications of engineering skill to the construction of docks, harbors, bridges, and the like, which made the names of largue and Telford Immus. In Manchester, or tennic and Telford famous. In Manchester and Dasgow he had found nearly all the energies of he iron manufacturers devoted to the improvenent of such machinery as was needed by the solton spinners and weavers, and the called and muslin printers. This was especially the case with Peter Fairbairn's brother and that brother's partner, the young firm of Fairbairn & Lille, that began business in Manchester in

"They saw," says Mr. Smiles, "that the gearing of even the best mills was of a very clamsy
and imperiect character. They found the machinery driven by large square cast-iron shafts,
on which huge wooden drums, some of them as
much as four feet in diameter, revolved at
the rate of about forty revolutions a minute;
and the couplings were so hadly fitted that the rate of about forty revolutions a minute; and the couplings were so badly fitted that they might be heard creaking and groaning a long way off. The speeds of the driving shafts were mostly got up by a series of straps and counter drams which not only crowded the rooms, but seriously obstructed the light where it was most required for conducting the delicate operations of the different machines." Another serious defect lay in the construction of the shafts, and in the mode of fixing the couplings, which were constantly giving way, so that a week sodom passed without one or more breakdowns. Fairbatra & Lillie set themselves to remedy these evils. They saw that the mischlet resulted chiefly from the insufficiency of woodwork for the weight and the wear and tear that were put who died in 1836, was chosen, in company with
Thomas Babington Macaulay, the unsuccessful
Tory candidate being Michael Thomas Sadler.
Sadler had ceased, long before that time, to
have any personal share in the commerce of
Leeds, or even in the philauthropte movements

of the town. Residing generally in Belfast or London, he devoted himself to political topics and general questions of social philosophy. A fierce opponent of the Reform bill, he seconded ulties might be overcome by substituting from or wood. In 1818 he and his partner set up for McConnel & Renneds, at that time the greatest cotton spinners in the world, a new mill, in which the change was in part officeed. It gave immediate satisfaction, suggested other improvements, and, after some ten years of batting with the projectors of older engineers, let to an entire revolution in the construction of nells for the manniscture of cotton and other extile fabrics. The ten years were about at an end when Peter Fairbairn went to Leeds, there put in force and bring to further perfection in the making of machinery for wooden, flax, and ik mills, the methods infroduced by his

For this his establishment, known as the Wellington Foundry, has long been famous. Illustration of his services to the mechanical art may best be given by enumeration of the patents taken out by him during the thirty years of his most energetic work. The first was in 1834, "for an improved method of preparing silvering or roving bemp, flax, and other abrous substances for spanning." In 1838 he secured exclusive rights "for certain improvements in looms for weaving ribbons, tapes, and other tabrics," and "for certain improvements. In ma binery for roving, doubling, and twisting cot

ton, flax, wool, or other fibrous substances."

Another patent was granted him in 1840 "for improvements in apparatus for backling, comb-ing, preparing, or dressing bemp and flux?" and others dated 1841, 1845, 1848, 1849, and 1853, were "for various improvements in auchinery for hackling, coroing, drawing, roving, and spinning flax, heap, low, silk, cotton, and other abrous substances; also in constructing and applying models or patterns for moulaing, preparatory to castling paris of machinery employed in preparing, spinning, and manufacturing abrous substances; and also in certain tools to be used in making such machinery." The last patent taken out by him was in August, 1860, only four months before his death, "for improve ments in the construction of rollers used in machinery for preparing hemp and flax." All the work done in the Wellington Foundry was noted for its extreme neatness and thoroughness; and the establishment has been ismous during more than a quarter of a century for the order and regularity with which it has been conducted. For a long time its chief productions were connected with ex-tile manufactures; but during the Crimean war it became conspicuous for another branch o cron work, the construction of tools to be used aron work, the construction of tools to be used at Woolwich, Enfield, and other Government inctories in the making of Armstrong gims and all sorts of smaller ficearms. That led to some change in the character of the business. Orders came in for engineering tools of all descriptions, and just before his death, Peter Farbairn was employed in planning alterations of the establishment in accordance with these new re-

Memorable chiefly as a man of business, Peter Memorable chiefly as a man of business. Peter Fairbairn was in other ways a conspicuous and useful hurgess of Leeds. For several years previous to 1842 he was a member of the Town Council, and in that year he excused himself from continuance at the post by paying the usual fine of £50. In 1854 he was chosen Alderman, and in 1857 he was made Mayor of Leeds, In 1858, as Mayor, unlooked-for distinction came to him, consequent on the opening of the new Town Hall on the 7th of September.

At his instigation the Queen was persuaded to perform the cetemony, and during her Majesty's, stay in Leeds she was his guest at Woodsley House. In acknowledgment of his services he was knighted by the Queen, and re-elected

House. In acknowledgment of his services he was knighted by the Queen, and re-elected Mayor by his fellow-townsmen. "Every plan calculated to promote the general welfare and prosperity of the borough, or to make its position as the metropolis of the West. Riding more apparent and decisive," it was said just after his death, "was warmly supported by the late Sir Peter Fairbairn, and with a zeal and pecuniary sacrifice that showed his heart was in the cause. During his two years' mayoralty Leeds gamed a prestige far greater than it had ever previously occupied. He was the first Mayor who manifested a thorough appreciation of the value of a fested a thorough appreciation of the value of a cordial and triendly unity between the mer-chants of Leeds and the gentry of the country. Not only in his official capacity did he show his desire to advance the interests of the borough, but as a private individual his sympathy an purse were never wanting for anything which would promote this end. He was a good supporter of the various scientific, literary, and other useful institutions in the town, and a enerous contributor to the local charities Honest and simple-hearted in all his dealings, the very perfection of a self-made man of business, Sir Peter Fairbairn died on the 2d of January, 1861. There are now in Leeds one or two other tron foundries quite as large as, if not larger than, that established by Fairbakn, just as the town is now a famous resort of other workers in woel and flax than Benjamin Gott and John Marshall. But these three deserve to be esp cally remembered as being, each in his own department, a leader of one of the three great nources of the wealth and fame of modern Levels, - London Society for October.

MEDICAL.

GLAD NEWS FOR THE UNFORTUNATE.

BELL'S SPECIFIC REMEDIES warranted in all cases, for the SPEEDY and PRIME Physical and Nervous Debility, etc. etc.
AO CHANGE OF DIET IS RECESSARY.
They can be used without detection, and never fall to
effect a Cure, if used according to instructions.

BELL'S SPECIFIC PILLS, Price One Dollar per Box, or Six Boxes for Five Dollars; also, Large Boxes, containing Four Small,
Price Three Bollars.

From four to six boxes are generally required to cure ordinary cases though benefit is derived from using a single box.

In Chronic Cases, where Kervous Prostration has anceted the system.

BELL'S TONIC PILLS. re recommended as the most Efficacious, Rejuvenating and invigorating Remedy in the world. A Package Price Five Dollars, will last a month, and

denotes y sufficient. In extreme cases of Debility. BELL'S SEVERNAL REMEDY.

FREAL'S SONTERNAL REMEDY.

Frice Two Dollars, sufficient for a month, can be use to good advantage.

It gives Strength to the system, and, with the Pfile, will effect a complete Rentolation.

A Pamphiet of 160 pages, on the ERRORS OF YOUTH, designed as a Lecture and Caulon to Young Men, sent tree. Ten Cents required to pay postage.

It you cannot purchese BELL'S SPECIFIC RESERVES of your Drugglet, take no other, but send the money direct to

DR. JAMES BRYAN, Consulting Physician, No. 810 BHO.DWAY, New York and free from observation.

For saic by BYOTT & Co., No. 232 N. SECOND street

SAMARITAN'S GIFT! SAMARITAN'S GIFT!

THE MOST CERTAIN REMEDY EVER USED. "YES, A POSITIVE CURE" FOR ALL DISEASES ARISING FROM INDIS-

Contains no Mineral, no Balsam, ne Mercury, Only Ten Pil's to be Taken to Effect a Cure.
They are entitely regetable, having no small nor any impleasant tasts, and will not in any way injure the turnach or lowels of the most delicate.
Cures in from two to four days, and recent cases in 'twenty-four hours.'
hent by mail. Price, Male packages, \$2. Fema'e, \$3.

SAMARITAN'S ROOT AND HERB JUICES,

The Great Blood Purifier, and Remedy for Scrofula, Uners, Sores, Spots, Tellers Scales, Bolls, Etc.

For the above complaints the Samaritan's Root and Berb Julces, is the most potent and effectual remody over prescribed. It reaches and eradicates every partie so, the veneral poison. Will remove every vestige of impurities from the system as well as all the had effects of mercury. Price, \$120 per bottle.

SAMARITAN'S WASH
Is used in conjunction with the Root and Herb Juices
Full directions. Price, 25 cents.
The old stekering and diagusting drups have to give
way to remedice purely vegetable, pleasant to the taste,
and A POSITIVE CURE.
Sold by DEMAS BARKES & CO., No. 21 PARK ROW
and by DEMAS BARKES & CO., No. 21 PARK ROW
and by DEMAS BARKES and by Brug, atts.

DESMOND & CO., Proprietors, No. 915 RACE Street
Putladel puls.

9-15

INSURANCE COMPANIES.

NORTH AMERICAN TRANSIT INSURANCE COMPANY, No. 133 South FOURTH Street

No. 133 South FOURTH Street

Philladelphila.

Annual Policies assued against General Accidents
all descriptions at exceedingly low rates.

Insurance effected for one year, in any sum from \$100 to \$10,500, at a premium of only one-half per cent. Securing the full amount meaned in case of death and a compelication each week equal to the whole produce paid.

Short time lickets for 1, 2, 3, 5, 7, or 10 days, or 1, 2, or a months, at 10 cents a day, invaring in the sum of \$0,000, or giving \$15 per week it disabled to be had at the General College, No. 12, 8, FOURTH Street, Filliands, which is not the various Railroad Ticket offices. Be sure of purchase the fickets of the North American Transit Insurance Company.

For circulars and further information apply at the Seneral Office, or or any of the sufficient Agents of the company.

LEWIS L. HOUPT, President.

JAMES B. CONRAD, Treasurer BENRY C. BRIGWN, Secretary, JOHN C. BULLITT, Solicitor.

BIRELTORS,

LE Lindupt, late of Pransylvania mairond Company, J. E. Kinestey, Continuate Book.

Samuel C. Palmer, Cashier of Com. National Bank.

H. G. Leisennus, Nos. 237 and 239 Lock street.

James M. Conrad, Erm of Courad & Wallon, No. 823 Market street.

Lucen Lewis, late Gen. Sup't Penna R. R.

Andrew Mehvilley, S. W. corner of Third and Walling streets.

C. C. Franciscos Gen. Agent Penna R. R. Co.

Sircels.
G. C. Franciscus Gen. Agent Penna R R. Co.
Thomas K. Poterson, No. 3036 Market arrect.
W. W. Kurtz, firm of Kurta & Howam, No. 25 S.
Third street.

GIRARD FIRE AND MARINE INSURANCE COMPANY.

OFFICE, No. 418 WALBUTSTREET, PHILADELPHIA CAPITAL PAID IN, 1N CASH, 8280,000. This company continues to write on Fire Risks only its capital, white a good surplus, is safely invested. 701 Lesses by are anve been promptly pale, and more than

0500,000
Distursed on this account within the pastfew years.
For the present the office of this company will

No. 415 WALNUT STREET, fait within a few months will remove to us own sufficiency N. E. Corner SEVENTH AND CHESNET STREETS Then as now, we shall be happy to insure our patrons such rates as are consistent with safety

THOMAS CRAVEN,
FURMAN BHETTARD,
THOS MACKELLAE,
JOHN SUPPLIE.
JOHN SUPPLIE.
SILAS YERKES, JR.,
THOMAS CRAVEN, President
JAMES B. ALVORD, Scoretary.

ALFRED S. GHLETT

JAMES B. ALVORD, Scoretary.

ALFRED S. GHLETT, V. President and Treasurer.
JAMES B. ALVORD, Scoretary.

LIVERPOOL AND LONDON AND

GLOBE INSURANCE COMPANY Capital and Assets, \$16,000,000.

Invested in United States, \$1,500,000. Total Premiums Received by the Company in 1865, \$4,947,175. Total Losses Paid in 1865, \$4,018,250 All Louise promptly adjusted without reference t

ATWOOD SMITH, General Agent for Pennsy vania. OFFICE.

No. 6 Merchants' Exchange PRILADELPHIA 1829-CHARTER PERPETUAL

Franklin Fire Insurance Co. PHILADELPHIA.

Assets on January 1, 1866, \$2,506,851'96.

URSETTLED CLAIMS, INCOME FOR 1866 LOSSES PAID SINCE 1829 OVER 85,000,000.

Perpetual and Temperary Policies on Liberal Terms DIRECTORS.
Charles & Bancker, Edward C. Date.
Tobias Wainer, George Fales,
Aired Fitter, Aired Fitter,
Isaac Lea, CHARLES & BANCKER, President,
FDWARD C. DALE, Vice-President,
JAS. W. MCALLISTER, Secretary proum. 2 5 12

DROVIDENT LIFE AND TRUST COMPANY

DROVIDENT LIFE AND TRUST COMPANY
OF INILABELPHIA
No. III South FOURTH Street.
INCORPORATE BROWN II. 230., 1895.
(APITAL 8150 000, PAID IN.
Insurance on Lives by Yearly Premiums; or by 5, 10, or 20 year Fremiums, Non-foredure.
Endowments, payable at a uture size, or on prior decease, by Yearly Premiums, or 10 year Fremiums—both c a see Non-foredure.
Annuives guinted on favorable terms.
Term Pa is tos. Children's Endowments
This Company, while giving the insured the scenarity of a paid up Ca, flat, will divide the entire profits of the Lije business among its Policy holders.
Moneya received at interest, and paid on domand.
Anthorized by Clarier to execute Trus—and to a fix is Executor or A omnibistrator, Assignee or Guardian, at in other nouclary capacities under appointment a any Court of this Commonwealm or a say person or ersease, or bodies polific ercoryorate.

BIRGYODS.

BODS, OF BOILES POINTE OF COT, OF BOILES OF BOLLEY OF THE MICHARD CADBURY, JEREMIAH HACKER, HENRY HAINES, JOSHUA H. MORRIS, HENRY HAINES, T. WISTAR BROWN, WM. C. LONGSTRETH, CHABLEY, ROWLAND PARRY, ACHIARY THOMAS WISTAR, M. D., J. B. TOWNSESD, T. T. S. McGice Examiner, Legal Advisor,

PHENIX INSURANCE COMPANY OF PHILADELPHIA.

INCORPOLATED 1804—CHARTER PERPETUAL.
NO. 21 WALNUT Street, opposite the Exchange.
In middlion to MAHINE and INLAND INSURANCE this Company heures homioss or demage by FIRE, on liberal criss on buildings, merchandise, arthure, etc. for limited periods, and permanently on buildings, of deport of premium.

The Company Las been in active operation for more than 8 INTY VEARS, during which all losses have been promptly adjusted and paid.

John L. Hodge,
M. B. Malleney,
John T. Lewis,
William S. Grant,
Robert W. Leaming,
Bocket W. Leaming,
Cork Wharton,
Bainze Wilcox.

TOHN R. WUCHERER, President DHENIX INSUBANCE COMPANY OF PHI

Achari Wilcox, Scoretary,

John J. Hodge,
M. B. Malioney,
John T. Lewis,
William S. Grant,
Robert W. Leaming,
D. Cark Wharton,
Bamze Wilcox,
Scoretary,

David Lewis,
David Lewis,
Benjamin Etting,
Thomas H. Powers,
A. R. McHenry,
Louis C. Sortis.
WUCHERER, President

FIRE INSURANCE EXCLUSIVELY, THE PENNSYLVANIA FIRE INSURANCE COMPANY INCOrporated 1825—Charter Perpetual—No 510 WALNUI Street, opposite Independence Square. This Company, favorably known to the community for ever forty years, continue to their eageinst loss or change by fire on Public or Frival. Buildings either permanently or for a limited time. Also on Fernium Stecks of Goods, and Merchandiss generally, on theratterms. Their Capital, together with a large Surplus Fund, is invested in the most careful momer, which cashing them to cort to the insured an undoubted security in the case of loss.

Daniel Smith. Jr., John Devercux, Accarder Benson, Thomas Smith.
Theast lizzlehurst, Henry Lewis, Thomas Robbins, J. Gillingham Fell, Daniel Haddock Jr.

DANIEL SMITH, JR., President. WILLIAM G. CROWELL, Secretary.

A LL PERSONS WHO DO NOT ENJOY A LL PERSONS WHO DO NOT LIGHT A the bless per of good health, can obtain relief by consulting Dr. KINKELIN, German physician. Dr. Kinkelin treats all discusses, prepaise and administers his own medicines. They are pure, and, and reliable the invites at persons antering from theses to call on him. Consultation free during the day, and offices open till 9 o'clock in the evening. N. W. corner of Tilled and UNION Streets, between Spruce and Principles.

N EURALGIA CURED BY A SINGLE APPLI at UPHAM 8 No. 25 8, EIGHTH Street, and by al Druggista 50 cents and 81 a hotele.

SOUTH STREET, M. D'ANCONA pays the blahest trice for Ladles' and cash off Clothing. No. 818 SOUTH Street above 65 m

RAILROAD LINES.

DHILADELPHIA, WILMINGTON AND BALTIMORE BAILBOAD.

Commencing MONDAY, JULY 7, 1886. Trains will
leave Pepot, corner of EROAD Street and WASHINGTON
Avenue, as follows:

Extress Train at 415 A. M. (Mondays excepted), for
Faltimore and Washington, stopping at Chester, Winning
ton, Newark, Elston, Northeast, Perryville, Havro-decrace, Aberdeen, Perryman's, Magnelia, Chase's and
Symmor's Ran.

crace, Aberdeen, Perryman's, Magnella, Chase's and Stromor's Ran.

Way Mail Train at Flo A. M. (Fundars excepted), for Italianore, stopping at all regular stations between Philacockina and Bailmore.

Denava: Hailmost Train at D.A. M. (Sundars excepted), for Princers Anne, Milford, and intermediate stations.

Express Train at H 45 A. M. (Sundars excepted), for Railmore and Washington.

Express Train at H 45 A. St. (Sundars excepted), for Italianore and Washington.

Express Train at H 4. M. (Sundars excepted), for Italianore and Washington.

Nicht Express at H P. M. (Sundars excepted), for Italianore and Washington, Stopping at Chester, Claymont, Wilmington, Newark. Editon, Northeast, Ferryville, Havre-de-Crace, Aberdeen, Perryman's, Edgewood, Magnella, Chase's and Stommer's Run.

Nicht Express at H P. M., for Baltimore and Washington, Passuthers by Bent from Bal imore for Fortices Monples, Norfolk, Chy Foint, and Richmond, will take the H 45 A. M., Italia.

WILMINGTON ACCOMMODATION TRAINS.

Stopping at all Haltons between Philadelphia and Wilmington.

Scoping at all Stations between Philadelphia and Williamston.

Leave Philadelphia at B A. M., 12°30, 4°30, 6, and H-20° P.

M. The 430° P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington at 6°30, 7°15, and 2°30° A. M., 4 and 3°30° P. M. The 7°10° A. M. train will not stop at stations surveyn Chester and Philadelphia.

Trains for New Casile leave Philadelphia at 2° A. M. 5°30° and 6° P. M.

THROUGH TEAINS PROM RALTIMORE.

Leave Wilminston at 11° A. M., 4°30° and 10° P. M.

CHESTER FUR PHILADELPHIA.

Leave Chester at 7°28, 7°30°, 10° 18° and 11° 10° A. M., 4°43, 10° 10°, 7°30°, and 10° 6° P. M.

FROM HALTIMORE TO PHILADELPHIA.

Leave Baltimine 7°20° A. M., Way-mait, 9°20° A. M., 1, 20° 10° P. M., Express. 8°570° P. M., E

Leave Baltimure 7:35 A. M., Way-mail, 9:26 A. M., Express, 1:10 P. M., Express, 8:25 P. M., Leave Chester at 4:49 and 8:36 A. M., and 3:36 P. M. Leave Wilmington at 5:29 and 9:39 A. M., and 3:16 P. M. Freight Trains with Passenger Cars attached will leave at billows:—Wilmington for Perryvite and intermediate stations at 4:45 P. M., Perryvilla for Wilmington and the mediate stations at 4:20 A. M., commeting at Wilmington with 7:15 A. M. Frain for Philindelphia.

BUNDAY TRAINS.

Express Train at 4:15 A. M., for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Eighton, Northeast, Perryville, Havre de Grace, Aberdoon, Perryman v. Magnolla, Chare's and Steumer's Run.

Night Express, II P. M., for Baltimore and Washington Accommediate stations.

Accommodation train at 11:10 P. M. for Wilmington and intermediate stations.

BALFIMORE, FOR PHILADELPHIA.

Leave Baltimore at 8:25 P. M., stopping at Havre-delicave Baltimore at 8:25 P. M., stopping at Havre-delicave Perryville, and Wilmington. Also stops at Elekton
and Newark to take passengers for Philadelphia and leave
as sengers from Baltimore or Baltimore), and Chester to
eave passengers from Baltimore or Washington.

Accommodation Train from Wilmington for Philadelphia
and intermediate stations at 0:20 P. M.

4:10

H. F. KENNE 1, Superintendent.

FOR NEW YORK, THE CAMBEN AND Amboy and Philadelphia and Trenton Enliroad Company's Lines. PRILADELPHIA TO NEW YORK and Way Piaces, from Walnut Street Whart, will leave as tlows, viz. :-Femberton, and Vincersown. At a A. A. San for Fish for Fresheld.

At Sana 19 A. M., 12 M., 4, 5, 5, and 11°30 P. M. for Fish House, Palmyra Riverton, Progress, Delance, Beverly, Fogs water, Surflington, Flyronce, Bordentown, etc. That 10 A. M., and 4 F. M. lines run direct through to Frentan. INNES FROM KENSINGTON 105FOT WILL LEAVE AT HA. M., 450, 643 P. M., and 12 P. M. (Night), via Konsington and Jersey City Express Lines, fare \$3°00, The 0.45 P. M. Line will run duly. All others Sundays

The 0 45 P. M. Line will run daily. All others Sundays excepted.
At 730 and 11 A. M. 3, 4 30, 5, and 6 45 P. M. and Midnight for Bristol, Trenton, etc.
At 7 and 10 13 A. M. 12 M. 3, 5, and 6 P. M. for Cornwell's Torreddie, Holmesburg, Tacony, Wieslneuning, Bridesburg, and Frankford, and at 10 15 A. M., for Bristol, Schenck's, Eddington, and 8 P. M. for Holmesburg and Intermediate stations.
At 7 30 A. M. and 5 30 F. M., for Niagura Falls, Buffalo, Dunkirk, Carandalum, Edding Spicester, Orient Bend, Montrose, Wilkesbarre, Spranton, Strondsburg, Water Gap, Belyidere, Easton, Laubbertville, Flemington, etc. The 7 30 P. M. Line comment direct with the train leaving Easton for Manch Chunk, Allentown, Bethielem, etc. At 6 P. M. for Lambertville and intermediate stations.
Sunc 1, 1866. WILLIAM H. GATZMEE, Agent. DENNSYLVANIA CENTRAL RAILROAD .-

FALL ARRANGEMENT.

The Trains of the Pennsylvania Central Railroad leave the Poper at Thirty-first and Market streets, which may be reached by the ears of the Market Street Passenger Railroay, as well as by those of the Chesnut and Walnut Streets Coloway.

On Sundays—The Market Street cars leave Eleventh and Market Sts. 40 minutes before the departure of each Train.

Mann's Bas gage Express will call for and defirer Baggage at the Depot. Orders left at the Office, No. 631 Chester Street, will receive attention.

Thairs LEAVE DEPOT, VIZ.

Express.

Day Express.

Day Express.

At 12 00 A. M. Enold Accommodation, No. 1 & 2, at 10 A. M. & 11 20 P. M. Fast Like and Frie Express.

At 12 00 M. Parkesburg Train.

Day Express.

At 12 00 M. & 12 00 M. And 12 00 A. M. Enold Accommodation, No. 1 & 2, at 10 A. M. & 11 20 P. M. Fast Like and Frie Express.

At 12 00 M. Parkesburg Train.

Day Express.

At 12 00 M. Parkesburg Train.

At 400 Enthaburg and Eric Main Enewes daily, except Saturday. Filladeiphia Express at 1700 M. Fatisburg and Eric Main Enewes daily, except Saturday. Filladeiphia Express leaves daily, except Saturday. Filladeiphia Express leaves daily, except Saturday. Filladeiphia Express leaves daily. An other trains daily, except Saturday. Filladeiphia Express leaves daily. An other trains daily, except Saturday. Filladeiphia Express go to Williamsport without change of cars, and arrive at Lock Huven at 8 10 P. M. Passenger by Day Express go to Cartisle and Chambersharg without change of cars, Sicephia Car Tickets, can be had on application at the Dekk Office, No. 63f Cheanut Street.

Circinnati Express.

At 12 00 A. M. Palladeiphia Express and Tile P. M. Parkesburg Train.

At 2 00 A. M. Parkesburg Train.

At 12 00 P. M. Past Line.

Day Express.

At 17 0 P. M. Parkesburg Train.

At 12 00 P. M. Past Line.

Day Express arrives daily, except Monday.

Cincinnati Express arrives daily. All other trains daily, except Smalay.

Pas engers leaving Lock Haven at 7 60 A. M., and Williamsport at 8 8 6 A. M., reach Philadeiphia without change of cars, from Williamsport, by Day Express, at 8 60 P. M.

The Pennsylvania Railroad Company will not assume thy risk for Eagrage except for Wearing Apparel, and limit their responsibility to Oce Hundred Dollars in value.

An Emborate Train runs daily (except Eunday). For all particulars as 40 thre mind and excemmodations, apply to FRANCIS FUNK, No. 10 DCE Street.

ENERGHT LINES FURK NE

FREIGHT LINES FOR NEW YORK AND

L'REIGHT LINES FER NEW YORK AND all the Stations on the Camden and Amboy and connecting Hailroads. INCREASED DESPATCH.

THE GAMINEN AND AMBOY RATIROAD AND TRABSPORTATION COMPANY FREIGHT LINES for New York will leave Walnut Street Wharf at 0 clock P. M. daily (Sundays excepted).

Freight must be delivered before 1½ o'clock, to be forwarded the same day.

Reinfring, the above times will leave New York at 12 noon, and 4 and 6 P. M.

Freight for Tronton, Princeton, Kingston, New Brunsfeld, and all points on the Camden and Amboy Bellroad; also, on the Belvidere, Delaware, and Firmington, the New Yorks, the Period and Jamesburg, and the Burneton and Mount Holly Kallroads, received and forwarded up to 1 P. M.

The Belvidere Belaware Railroad, connects at Philipping with the Lebish Value Railroad, and at Minnerachnone with all points on the Dalaware, Leskawamm, and Western Bailroad, forwarding to Syracuse, Buffalo, and other points in Western Sew York.

The New Jersey Railroad connects at Elizabeth with the Mooris in the Easex Railroad.

A sip memorandum, apocitying the marks and bumbers, shippers and constanting, apocitying the marks and bumbers, shippers and constanting apocity and the formal apocity and the formal apocity and the formal apocity and the formal a

912 ARCH STREET. GAS FIXTURES ON A CHARDELIERS, REOD ZE STATUARY, ETO VANKIRK & CO. Would respectfully direct the attention of their trisides, and the public generally, to their large and elegant assortinest of GAS FIXTURES CHANDELIERS, and ORNAMENTAL BRONZE WARFS. Those wishing handsome and thoroughly made Goods, at very ressonable prices, will find it to their advantage to give us a call before purchasing elsewhere. Where. N. B.—Softed or tarmshed fixtures refinished with special care and at reasonable prices VANKIRK & CO

ORNERO MANUFACTORY.

JOHNT. BAULACTORY.

JOHNT. BAULACTORY.

N. E., corner of MARKET min WATER Streets

DEALEDS IN BACK AND BACKING

Of every description, by

Grain, Flour, Salt, Super-Phosphare of Lime, Sono

Large and small GUNY, BACK casestantly on bank.

1225)

JOHNT. BAULET.

JUNE CASCADER

RAILROAD LINES.

READING RAIL ROAD
FROM FULLAUGLIBIA TO THE INTERIOR OF
RENRSVLVANIA, THE SCHUYLEILL, SUSQUEBANNA, CUMBERLAND AND WYOMING VALLEIS, THE NORTH, RORTHWEST, AND THE
CANADAS.
WINTER ABRANCEMENT & BEST S.

Leaving the Company's Depot, at THIRTEENTH and CALLOWIDLE, Streets, Philadelphia, at the following

CALLOW HILL Streets, Philadelphia, at the following hours:

MORNING ACCOMMODATION.

At 7:50 A. M., for Reading and mice mediate Staitons, Esturning, leaves Reading at #33 P. M., arriving Philadelphia at 9 to P. M.

At 8:55 A. M., for Reading, Lebanon, Harrisburg, Pottsylle, Pinegaove, Tamaque, Sambury, Williamapert, Elmyn, Rochester, Risgara Falls, Burlato, Allentown, Wilkensarre, Pitaton, York, Caribie, Chambershurg, Hagerstown, etc. otc.

This train connects at READING with East Pennsylvania Railread Irains for Allentown, etc., and the Lebanos Valley Irain for Harrisburg, etc., at PORT GEINTON with Catawinas Hallread trains for Williamaburs, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Cemberland Valley, and Schoyikill and Susquebanea trains for Northomberland, Williamsport, York, Chambersburg, Pineurove, etc.

Leaves Philadelphia at 2:50 P. M., for Reading Pottsylle, Harrisburg, etc., connecting with Reading and Columbia Railread treibs for Columbia etc.

READING ACCOMMODIATION

Leaves Reading at 6:50 P. M., spriving at all way stations, arriving at thiladelphia at 2:50 P. M.; sprives in Reading at 7:50 P. M.

Resimplag teaves Philadelphia leave Harrisburg at 8:10 A. M., and Fottsylle at 8:40 A. M., and Fottsylle at 8:40 P. M., Prisylle at 2:45 P. M.

Trains for Philadelphia leave Harrisburg at 9:10 P. M., Afferboon trains leave Harrisburg at 9:10 P. M., Prisylle at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Prisylle at 2:45 P. M., arriving in Philadelphia at 6:45 P. M., Prisylle at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

Leaves Rending at 7 50 A. M., and Harrisburg at 410 P.
M. Connecting at Reading with Afternoon Accommodation south at 6 50 P. M., arriving in Philadelphia at 9 10 P. M.

P. M.

Market train, with passenger car attached, leaves Philadelphia at 12-45 noon for Rending and all way stations.

Leaves Reading at 11-30 A. M., and Downingtown at 12-30

P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottaville at 200 A. M., and Philadelphia at 3-15 P. M. Leave Philadelphia for Reading at

8-00 A. M., returning from Reading at 4-25 P. M.

CHESTER VALLEY RATEROAD.

Passengers for Downighton and Intermediate points

Passengers for Downington and intermediate points take the 7:00 and 8:10 A. M. and 4:30 P. M. trains from Philadelphia, returning from Downlegtown at 7:00 A. M.

Phila leipina, returning from Downingtown at 700 A. M. and 1200 noon.

SEW YORK ENPRESS FOR PITTSBURG AND THE Leaves New York at 7 and 9 A. M. and 8 00 P. M., passing Reading at 1 05 and 11 53 A. M. and 1 05 P. M., and oonnecting at Harrisburg with Pennsylvants and Northern Central Halfroad express trains for Pittsburg, Chicago, Williamspert, Elmfra, Ballmore, etc.

Returning, express from leaves Harrisburg on arrival a the Pennsylvants and 90 A. M. and 9 b P. M., passing Reading at 4 00 and 1952 A. M., and 11 30 P. M., passing Reading at 4 00 and 1952 A. M., and 11 30 P. M., passing reading at 4 00 and 1952 A. M., and 11 30 P. M., passing reading at 4 00 and 1952 A. M., and 11 30 P. M., Siecping cars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 9 10 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RALLEOAD.

Trains leave Pottaville at Tand 11 50 A. M., and 7 15 P. M., returning from Tamaque at 7 35 A. M., and 1 10 and 13 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7 50 A. M. for Pinegrove and Harrisburg, and 1 50 P. M. for Pinegrove and Tremont, at 7 55 A. M., and from Tremont at 7 55 A. M. and from Tremont, and 1 5 P. M.

Through first-class the fort and temperate the tests to all the principal points in the North and West and Canada.

The following likets are obtainable only at the office of S BRADEORD, Treasurer, No. 227 S. FOURTH Street, Philadephila, or of G. A. NICOLLES, General Superintend-cont, Reading.—

COMMUTATION TICKETS.

At 25 per cent. Street, No. 227 S. FOURTH Street, Philadephila, or of G. A. NICOLLES, General Superintend-cont, Reading.—

At 25 per cent. discount, between any points desired, for tambles and firms.

MILFAGE TICKETS.

Good for 2000 miles between ad points, \$52.50 each, for families and firms SNASON TICKETS.

SEASON TICKETS.

For three, six, vine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Realding on the line of the rong will be furnished cards entaining themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, wood for Saturity's States, and Samery at reduced fare, to be had only it to be the saturity of the same of the Street.

Streets.

Goods of all descriptions forwarded to all the above points from the Company's Fieldht Depot, BROAD and WILLOW Streets.

Leave Philadelphia daily at 5:30 A. M., 12:45 noon, and 6 P. M., for Reading, Lebason, Harrisburg, Pottaville, Port Clinton, and all points forward.

Close at the Philadelphia Post Office for all places on the read and its branches at 5 A. M., and for the principal trations only at 8:15 P. M.

DHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
On and after THURSDAY, November 1, 1866, until further noise.

ON SUNDAYS,
Leave Philedelphia P.A. M., 25, and 65; P. M.,
Leave Manayunk 75; A. M., 55, and 9 P. M.
W. S. WILSON, General Superintendent,
Depot FINTH and GREEN Streets.

NORTH PENNSYLVANIA RAJLEOAD, ORTH PENNSYLVANIA RAHLROAD.

Depot. THIRD Street, above Thompson.

For BETHLEHEM, DOVILETOWN, MAUCH CHUNK, EASTON, WILLIAMSFORT, and WILKESBARRE.

At 750 A. M. (Express) for Bethlehem, Allenfown, Mauch Chunk, Hazheton, Williamsport, and Wilkesbarre.

At 350 P. M. (Express) for Bethlehem, Allenfown, etc., reaching Easton at 0 is P. M.

At 51. P. M., for Bethlehem, Allenfown, Manch Chunk, for Poylestown at 855 A. M. 250 and 415 P. M.

For Fort Washington at 10 A. M. and II P. M.

For Landale at 5 is P. M.

White cars of thus Second and Third Streets Line City

Passinger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

I cave Bethashem as 825 A. M. and 1225 Nbon, and 6 is P. M.

Leave Bernisch at 6-20 A. M., 3-15 and 5-20 P. M.
Leave Doy estown at 6-30 A. M., 3-15 and 5-20 P. M.
Leave Lanedate at 6-20 A. M.
Leave Fort Washington at 10-20 A. M., and 2-15 P. M.
ON SUNDAYS.
Philadelphia for Beiblehem at 9-A. M.
Philadelphia for Doylestown at 2-30 P. M.
Deylestown for Philadelphia at 7-20 A. M.
Bethlehem for Philadelphia at 7-20 A. M.
Bethlehem for Philadelphia at 7-20 A. M.
Through Tekers must be procured at the ticket offices,
THIND Street or BERKS Street.
5-21

THEO Street of BEERS Street.

1 SGC -PHILADELPHIA AND ERIE RAILorn and Northwest Cornice of Pennaylvania to the Crirof Erie on Lake Erie. It has been leased and is operated
by the Pennaylvania Relifered Company.
Time of Passenger Trains at Philadelphia.
Arrive Essivard—Erie Mail Train, 7 A. M.; Erie Express
Train, 1 P. M.
Leave Wasiward—Erie Mail, 9 P. M.; Erie Express
Train, 1 P. M.
Leave Wasiward—Erie Mail, 9 P. M.; Erie Express
Train, 1 P. M.
Leave Wasiward—Erie Mail, 9 P. M.; Erie Express
Train, 1 P. M.
Leave Wasiward—Erie Mail, 9 P. M.; Erie Express
Train, 1 P. M.
Prosenjer cars ruo through on the Erie Mail and Express
trains both ways between Philadelphia and Erie.
Sew Yolks Connection.

Leave New York at P. M., arrive at Erie 9 20 A. M.
Leave Erie at 4 to P. M., arrive at Reve York 4 to P. M.
Elegant Sleeping Cars on all the mich trains.
For information respecting passenger business, apply at torier Thirteeth Pricests Prices. Phila
A. d. for freight business, of the Company's Agents, S. B.
Kimples, Jr., cerner Thirteenth hind Market strents,
Philacelphia: d. W. Baynoda, Erie; William Brown,
New York 4 B. Baltmore.

1 M. H. HOUSTON, General Freight Agent, PhilaA. H. H. HOUSTON, General Freight Agent, PhilaA. H. Tyler, General Toket Agent, PolisA. H. Tyler, General Toket Agent, Prom.

W EST JERSEY RAILROAD LINES, FROM

V EST JERSEY RAILROAD LINES, FROM to do of Mankett Street (Upper Perry), commending Middle, evidender 2M, 1898.

E a Heighton, Salem, Middle, and all intermediate attains, at 8 a M, Mail., 230 P, M., Passenger.

For Woodbory, S.A. M., 550 and 6 P, M.

E a Cape May, at 2.30 F M.

RETURNING TRAINS LEAVE

Woodbory at 715 and 810 A, M., and 40 P, M.

Projecton at 70 A, M., and 530 P, M. Projecton, 575 P, M.

Projecton at 610 A, M., and 530 P, M. Projecton, 576 P, M.

Publishen to 65 A, M., and 330 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 330 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 330 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 330 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 330 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 A, M., and 500 P, M.

Projecton at 610 A, M., and 500 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecto, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecton, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecton, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecton, 5 to P, M.

Projecton at 610 A, M., and 500 P, M. Projecton, 5 to P, M.

Projecton at 610 A, M. Projecton, 5 to P, M.

Projecton at 610 A, M. Projecton, 5 to P, M.

Projecton at 610 A, M. Projecton, 5 to P, M.

Projecton at 610 A, M. Projecton, 5 to P, M.

Projecton at 610 A, M. Projecton, 5 to P, M.

Projecton at 610 A, M. Projecton, 5 to P, M.

Projecton at 610 A, M. Projecton, 5 to P, M.

Projecton at 610 A, M. Projecton, 5 to P, M.

Projecton at 610 A, M.

Projecton at 610 A, M.

Projecton at 610 A, M.

P Preight Delivery, No. 224 S. OF LAWARD Avenue,